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wherein the plug-type connectors fix the position of the at least two housing plates relative to each other in all three-dimensional directions and thereby form supporting connecting joints which absorb the gear forces.

2. (Twice Amended) The drive according to claim 1, wherein the at least two housing plates are fixed against each other solely at the plug-type connections:

3. (Amended) The drive according to claim 1 or 2, wherein the gear housing has two L-shaped housing plates.

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4. (Amended) The drive according to claim 1 or 2, wherein the gear housing has at least two pairs of opposing disc-like housing plates.

5. (Amended) The drive according to claim 1 or 2, wherein the gear housing has a U-shaped housing plate and a disc like housing plate.

6. (Twice Amended) The drive according to claim 1, wherein the plug-type connectors each have a raised area extending along the plane of one of the at least two housing plates and an associated recess extending transversely to the plane of the one of the at least two housing plates.

7. (Amended) The drive according to claim 6, wherein the recess is a through opening.

8. (Amended) The drive according to claim 6, wherein the raised area is a web.

9. (Amended) The drive according to claim 6, wherein the raised area has two surfaces which are parallel to each other in the assembly direction and the associated recess has two surfaces which are parallel in the assembly direction.

10. (Amended) The drive according to claim 6, wherein the raised area has surfaces running conical in the assembly direction and the associated recess has surfaces which are parallel in the assembly direction so that a press fit is achieved during assembly.

11. (Amended) The drive according to claim 6, wherein the housing plates are fixed by plastic deformation of the material in the area of the plug-type connectors.

12. (Twice Amended) The drive according to claim 1, wherein the housing plates are made from one of sintered material, cast material, steel and plastics.

13. (Twice Amended) The drive according to claim 1 further comprising bearing points for the gear assembly, at least a part of which are integrated in the at least two housing plates.

14. (Twice Amended) The drive according to claim 1, wherein the spindle is a threaded spindle and the gear assembly includes a spindle nut with external worm wheel teeth and a drive worm engaging therewith.

15. (Twice Amended) The drive according to claim 1, wherein the gear assembly includes a worm with a worm wheel and a drive worm, the worm lying on an axis with the worm wheel and fixedly connected to same.

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16. (Twice Amended) The drive according to claim 1, wherein the two relatively displaceable parts are the bottom rail and the top rail of a box-profile type guide rail assembly, the guide rail assembly having a hollow cavity; and

wherein the spindle is mounted in the hollow cavity and is fixed through its ends on the bottom rail and the gear housing is fixed on the top rail.

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17. (Amended) The drive according to claim 16, wherein the gear housing is mounted in a U-shaped gear socket of a holder with arms for fixing the gear assembly on the top rail.

18. (Amended) The drive according to claim 17, wherein the arms of the holder extend over the entire length of the top rail and have fastening openings which correspond to fastening openings of the top rail so that the holder can be connected to the top rail and reinforces same.

19. (Twice Amended) The drive according to claim 18 wherein the fastening openings of the holder are fastening elements with internal threads which project into the hollow cavity.

20. (Twice Amended) The drive according to claim 18, wherein the gear assembly and gear housing are assembled as a unit located in the holder, and in the hollow cavity of the rail guide and screwed to the top rail through the fastening openings.

21. (Twice Amended) The drive according to claim 16, wherein the holder has end areas which are angled so that they substantially fill out the free cross-sectional area of one of the top rail and the bottom rail.

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22. (Twice Amended) The drive according to claim 17, further comprising uncoupling elements of one of rubber and plastic are mounted to eliminate noise and compensate for tolerances between the gear assembly and the arms of the gear socket of the holder.

23. (Twice Amended) The drive according to claim 17, further comprising ideal deformation points between the gear socket and the arms of the holder (8') so that when a predetermined maximum boundary strain is exceeded the gear socket swivels sideways and clamps the threaded spindle.

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24. (Twice Amended) The drive according to claim 1, wherein the ends of the spindle are mounted in vibration-damping sleeves to eliminate noise.

25. (Twice Amended) The drive according to claim 1 for use with a window lifter, wherein the two relatively displaceable parts are a vehicle door and a window pane, the spindle is fixed on the vehicle door so that the spindle points in the direction of movement of a window pane, the gear assembly is connected to the spindle and is connected to the lower edge of the window pane.

26. (Twice Amended) The drive according to claim 1, wherein one of a spindle and worm drive is a constituent part of an adjustment device for adjusting one of a seat height, seat incline, seat cushion depth, head restraint or backrest.

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27. (Twice Amended) A method for assembling a gear housing for a drive comprising:

a) prefitting gear elements and housing plates by fitting the housing plates together with plug-type connections to form a gear housing with supporting connecting joints that absorb gear forces;

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b) inserting the gear elements and the housing plates into a device which holds the housing plates with sufficiently light holding forces around the outer contour so that the housing plates can be aligned when the gear elements are turned,

c) turning the gear elements for the purpose of aligning bearing points of the gear elements which are provided on the housing plates; and

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d) after alignment, securing the position of the gear elements and housing plates relative to each other by increasing the holding forces and permanently fixing the position of the housing plates in all three-dimensional directions through action on the plug-type connectors.

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28. (Amended) The method for assembling a gear housing according to claim 27, wherein the gear elements are turned about at least 360° and are then held in this position and fixed.

29. (Amended) The method for assembling a gear housing according to claim 27, wherein the gear elements are driven at a speed which is above their nominal speed of the gear and the position of the housing plates are fixed relative to each other during rotation of the gear elements.

30. (Amended) The method for assembling a gear housing according to claim 27, wherein the fixing of the housing plates is produced by staking material in the area of the plug-type connectors, but outside of the area of bearing bores for the gear elements.

31. (Amended) The method for assembling a gear housing according to claim 27, wherein the fixing of the housing plates is undertaken by one of laser welding and casting the plug-type connectors.

32. (Amended) The method for assembling a gear housing according to claim 27, wherein the fixing of the housing plates is carried out by sticking the plug-type connectors.

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33. (Amended) The method for assembling a gear housing according to claim 27, wherein holding the outer contour of the housing plates, turning the gear elements and fixing of the housing plates are carried out in one combined assembly device.

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34. (Amended) A spindle drive for adjusting devices in motor vehicles comprising:

a threaded spindle tensioned rotationally secure between two holders at its ends; and

a spindle nut mounted in a gear assembly and engaged with the spindle;

wherein the threaded spindle is fixed in at least one holder through an ideal break point and wherein one end of the threaded spindle has a positive locking element which can be connected to a rotating tool in order to overcome the ideal break point for the purpose of an emergency operation of the drive.

35. (Amended) The spindle drive according to claim 34, wherein a threaded element with a groove as a material weakened area is welded to one of the holders and the threaded element is squashed through the material weakened area with the threaded spindle.

36. (Amended) The spindle drive according to claim 35, wherein the threaded element has on the side remote from the holder a distance sleeve for defining the travel path of the top rail on the bottom rail.

37. (Amended) The spindle drive according to claim 34, wherein one of the holders has a passage which is squashed with the threaded spindle at at least one place for holding the threaded spindle.

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38. (Amended) The spindle drive according to claim 34 further comprising a threaded element welded to one of the holders and a counter nut for fixing the position of the threaded spindle.

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39. (Amended) The spindle drive according to claim 34, wherein a nut which is held secured against rotation in positive locking engagement through a stop on one of the holders is welded to the threaded spindle at at least one spot so that the welding spot is the ideal break point.

40. (Amended) The spindle drive according to claim 34, further comprising an anti-rotation lock mounted securedly against rotation on the threaded spindle and inserted with positive locking engagement into a threaded spindle receiving bore of a security plate, wherein the anti-rotation lock is destroyed during emergency operation of the threaded spindle.

41. (Amended) The spindle drive according to claim 34, wherein a security plate fixes through a bracket the position of a nut which is mounted on the threaded spindle and secures the position of the threaded spindle.

42. (Amended) The spindle drive according to claim 34, wherein a plastic security member is located in a threaded spindle receiving opening of each holder so that a circular round cross-section of each threaded spindle receiving opening remains secure and the width of the plastic security member is greater than the diameter of the threaded spindle receiving opening wherein in the case of an emergency